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HOTBIKE

OCTOBER 2015
VOLUME 47, NUMBER 10

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PLAYTHING
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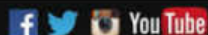
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THE CUSTOM MOTORCYCLE MAGAZINE



HOT BIKE

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PHOTO: JOHN ZAMORA

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A NO-BUMMER SUMMER

With the summer coming to an abrupt end as it usually does, we here at *Hot Bike* have had a ton of fun. And the enjoyment just keeps on rollin' along! In the midst of all this year's summer riding madness, we threw out a bike build-off contest concept we worked up as well.

We teamed up with Harley-Davidson and Born-Free and showed just how badass six of the world's up-and-coming builders can make a machine around a brand-new H-D powerplant.

Our Speed & Style Fabrication Showdown has been touring the country, but it all began with the Born-Free show in Orange County, California. Not only did we show these bikes, but we set up some good ol' fashioned voting booths, did some polling, and Matt Harris of 40 Cal Customs got the most votes from the massive number of attendees who put their ballots for their favorite builder in boxes.

From Born-Free, the builders and bikes have moved onto the Sturgis City Park for round two of the Speed & Style Fabrication Showdown during the event's 75th anniversary. Lovingly referred to as Sturgis Bike Week, if you have been there a myriad of years or if 2015 was your first time, this little town in South Dakota still holds true to being the holy land of bikers. So the Speed & Style event will be right at home among the hundreds of thousands of event-goers.

After Sturgis subsides, the Speed & Style Fabrication Showdown gets kicked into high gear. Not only will there be attendee voting again, but the Speed & Style builders are really going to put their fabbing skills to good use. How, you ask? Well, get this: For the bikes to be eligible to be voted upon at all of the Tour's city stops, these bikes will have to be ridden all five days from Spirit Lake, Iowa, on September 9, covering 1,000-plus miles, and then ending up at Billings, Montana, September 13. Yes, no trailer queens or subpar bike builds are going to cut it.

There is also another component to the Speed & Style Fabrication Showdown that you can be part of: online voting, where you can vote on your favorite bike and/or builder from the comfort of your own home computer or smartphone.

Just log on to hotbikeweb.com for all the details, and make one of these builders a true champion!



JEFF G. HOLT
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JEFFREY.HOLT@BONNIERCORP.COM

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“LOVINGLY REFERRED TO AS STURGIS BIKE WEEK, IF YOU HAVE BEEN THERE A MYRIAD OF YEARS OR IF 2015 WAS YOUR FIRST TIME, THIS LITTLE TOWN IN SOUTH DAKOTA STILL HOLDS TRUE TO BEING THE HOLY LAND OF BIKERS.”

A side-profile photograph of a dark-colored Harley-Davidson motorcycle parked on a gravel path. The motorcycle features a large headlight, a black leather seat, and a prominent engine cover with the Harley-Davidson logo. In the background, a white tent is partially visible, and the scene is surrounded by trees and foliage, suggesting a camping or outdoor setting.



Roll your own

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"IT'S TIME TO SHUT UP AND RIDE."



LOWERED EXPECTATIONS

Well, it's that time of year again. By the time you pick up this magazine, we will have already attended the 75th Anniversary of Sturgis Black Hills Rally and are probably about to embark on the GEICO Motorcycle *Hot Bike* Tour. These two events represent a getaway from the daily rise and grind and a chance to escape the real world with our brothers and sisters on the quest to create memories. It is that time of the year that we patiently wait all year for. The sun is out, the weather is good, and Old Man Winter is nothing but a distant memory. Right about now, we should be out riding and living the dream on two wheels.

So what can we expect to happen during this time of year? For Sturgis, the family members left behind can expect a week's worth of drunken late-night check-ins with mumbled ramblings of the day's events. Then there are the odd-placed tan lines from the cheek down under the raccoon eyes and white hands with red fingers. For

those attendees who push the wild side, there are the unexplainable star shapes on some women's lady bits from a day of letting it all hang out. Our bodies should be expected to function on overdrive with our livers and kidneys operating at full capacity as our stomachs beg for something fresh and not fried or sold from behind a vendor booth. You can expect the stench from the dirt, sweat, and gears will be in full effect as the layers of filth grow with each cycle of heat and cooling. It can also be expected that cans of beer will replace bottles of water because, as you know, technically beer has water in it.

The GEICO Motorcycle *Hot Bike* Tour has a slightly different set of expectations. First there's the blurry-eyed alarm clock that starts each morning bright and early, when in reality you just got to bed. Then there's the daily morning packing ritual and search for the closest gas station before the 8:00 a.m. call for kickstands up. Don't forget the first meal of the day that typically consists of some gas-

station delicacy that can be scarfed down in three minutes or less. Then there's the typically confusing directions from multiple sources scribbled so small that they become secondary to the spotting of the guy you think you recognize from the morning who looks like he knows where he's going. All this leads up to the best-tasting beer in the world once you get to the next venue and dismount the bike for the night. After eating your first real meal of the day later that evening, expect to paint the town red, blue, or silver, depending on your beer of choice until the wee hours of the morning and the cycle begins again.

Yes, these are things we can expect from these two epic yearly events. But finally, and most importantly, we can expect to have the time of our lives, meet new lifelong friends, and see some of the most beautiful parts of the best country. It's time to shut up and ride.

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Tired of taking your tires to the local wheel-and-tire shop just to see the car mechanic dent and scratch the holy hell out of them? Well, the No-Mar changer is the ultimate DIY mechanic's wheel-and-tire tool that lets *you* be the competent and careful technician behind the breaker bar.

This heavy-duty manual tire changer can handle up to 23-inch wheel capacities and comes complete with a floor-mounting kit, a scratchproof bead breaker, two 16-inch SpoonBars, three non-marring wheel clamps, a patented quick-change mount/demount bar, 1 pint of tire lube paste, extra hand clamps, an instructional DVD, and everything else to make you the most popular V-twin garage mechanic in your hometown. We have been using it almost weekly (due to pre-Sturgis burnout training) on our personal bikes and can attest to the righteousness of this tough-as-nails-yet-smooth-as butter tire-changing apparatus. Sure, the pro model is a chunk of change at \$1,350, but No-Mar has other offerings for half the price. You can check the full line out at nomartirechanger.com.



■ \$1,350 (model shown) // nomartirechanger.com



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WONDER CAMS

GOPRO SESSION AND HERO+ LCD CAMERAS

The word “GoPro” is synonymous with personal recording devices. So much so that it is used as a blanket term right up there with the likes of Band-Aid and Kleenex. There is a very good reason for that since GoPro has consistently led the field with technology and providing constant new offerings that are packed full of features.

Take the new GoPro Hero Session (\$399) for instance. This 2.6-ounce, 1.2-inch cube is smaller and lighter than any of the Hero models before it. It is fully waterproof (to 33 feet) and shoots video in crystal-clear 1440p, 1080p, and 720p in multiple frames per second (FPS) and formats. It even takes 8-megapixel stills in regular, time lapse, and burst modes. Due to its small size, there is no viewfinder, so to see what you are shooting and to change recording settings you’ll need the GoPro app installed on your smartphone. The Hero Session has a recording time of approximately an hour and 50 minutes, and it has both a front and rear microphone that catches some really stellar quality audio for its size.

On the other end of GoPro’s POV camera spectrum is the Hero+ LCD

camera (\$299), which is larger and is more traditional in design. The LCD touch display in the rear of the camera lets you see what you are shooting. You can also navigate the control menus and adjust settings with the same touchscreen as well. The camera shoots video footage in 1080p60 and 8-megapixel still photos. Like the Session, the Hero+ LCD has built-in connectivity to the GoPro app to allow for shot preview and total camera control from a smartphone. What is really cool about this version of the Hero is that you can create and save clips from your videos right on the camera and share them on your social media channels using the GoPro app. The Hero+ LCD is also waterproof to 131 feet, and it has a 2.5-hour battery life.

I feel that GoPro now has something for everyone in its complete lineup of five cameras and that very different types of people would use these two offerings. Where the Session is smaller, lighter, and has more features for sophisticated video-camera users, the Hero+ LCD is more basic and would be much easier for a person new to POV cameras to use. For more info, check out gopro.com.

“WHAT IS REALLY COOL ABOUT THIS VERSION OF THE HERO IS THAT YOU CAN CREATE AND SAVE CLIPS FROM YOUR VIDEOS RIGHT ON THE CAMERA AND SHARE THEM ON YOUR SOCIAL MEDIA CHANNELS USING THE GOPRO APP.”

■ GoPro Hero Session \$399, GoPro Hero+ LCD \$299 // gopro.com



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HOT BIKE'S INDIAN SCOUT PROJECT **VERSION 1.0**



Our 2015 Indian Scout is well on its way to being a killer custom machine. Starting off with help from TPJ customs and its growing line of products for Indian motorcycles, we are taking this bike to the next level.

We bobbed the rear fender a few inches and topped it off with TPJ's fender crest and ditched the front fender altogether. The Scout was then outfitted with a set of TPJ Camper handlebars, a set of TPJ short pipes, and a custom TPJ aluminum seat pan covered in some amazing tooled leather by the one and only Duane Ballard.

The bike rolls on a set of 19-front and 16-rear Ride Wright spoked wheels wrapped in Coker Tire's beefy Firestone rubber, giving our Scout a real aggressive look. And out back there is now a set of 1-inch lower Progressive Suspension 970 Piggyback shocks to eat up even the angriest of road surfaces. **HB**



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► Look for many more upgrades on our Scout in the next issue of *Hot Bike* and on hotbikeweb.com.

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And if you show up to the Hot Bike Tour this September 9–13, you will be the judge of whose bike wins!

Speed and Style

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DIRTY BIRD CONCEPTS

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BAGGER NATION

BRIAN KLOCK
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FOREFRONT

As custom-bike builders, we exist and operate in a world that is consistently trying to improve. As a motorcycle enthusiast, one thing is certain: Once you've experienced a taste of performance and felt the full capabilities that only a custom build can provide, it becomes the single most important part of what you want to ride. Once you pushed a machine's capabilities to the limits, a whole new world of riding seems to open up. Then when you have the confidence to hop on that same bike for a 500-mile ride in a day and know that while you are out on the road you won't run across any other machine like it, it is quite empowering.

With this 2001 Harley-Davidson FXD, I wanted to build the closest thing I could to a rocket ship. The motor was built to complement the handling and overall geometry of this Dyna. With that in mind, the motor needed to be something special, so I called on my friend Dave Bozzie for his expertise. With the help of Feuling Parts, S&S Cycles, and Delkron, we set out to build a high-revving, snappy 107-inch monster motor. For starters, we eliminated almost 4 pounds out of the flywheel, and then we polished, welded, and balanced it. While maintaining the stock stroke, Dave added displacement with bigger cylinders and pistons. Feuling Parts provided one of its complete Bulletproof Geardrive Cam Chest kits, Beehive valve springs, and Titanium Keepers. The heads had about a week's worth of work on them alone. When we were finished, there's a powerband that hits at 4,100 rpm that simply snaps your neck back before it revs out to 8,000 rpm with a very smooth-climbing torque curve.

THE PURSUIT OF

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The Carbon Fiber BST wheels also made a huge difference with spin up and braking. The reduction in weight really makes the bike feel and act very light. We machined a one-off billet trellised swingarm out of 7075 aluminum that sits at a steeper angle and adds about 2 inches of height in the back of the bike. This increase gives a lot of ground clearance and steepens the neck angle to improve agility and corner ability. The fully adjustable Öhlins shocks suck up bumps and stabilize the rear end of this beast quite nicely. Obviously in the front we are running our signature Kraus Dynamoto Inverted Front End with Öhlins forks and Beringer radial brake calipers. This bike doesn’t only handle amazing, but it goes fast and stops with extreme quickness.

Since completing the bike, I’ve done some big road trips on this Dyna, usually making sure to find the windiest roads to travel on. It handles the big, open highways like a big bike should but also pitches into the corners with ease and confidence. It tracks very well, and I have not found any sort of handling issues. The bike is tight and crisp and does not have the typical sloppy feeling of a Harley. As far as I’m concerned the bike does everything it was intended to do with flying colors. Total success! *HB*

FOR MORE ON THIS BIKE VISIT HOTBIKEWEB.COM



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SPECIFICATIONS

GENERAL

SHOP	Kraus Motor Co.
SHOP PHONE	(707) 595-0950
WEBSITE	krausmotorco.com
YEAR/MAKE/MODEL	2001/Harley-Davidson/FXD
FABRICATION	Kraus Motor Co.
BUILD TIME	2-1/2 months

ENGINE

YEAR/TYPE/SIZE	2001/Twin Cam/107 in.
BUILDER	Dave Bozzie
CASES	H-D
CYLINDERS	Delkron
HEADS	Heavily modified H-D
ROCKER BOXES	Roland Sands Design
CAMS	S&S
THROTTLE BODY	S&S Super G
AIR CLEANER	S&S
EXHAUST	Kraus Motor Co. stainless

TRANSMISSION

YEAR/TYPE	2001/H-D
GEARS	5-speed
CLUTCH	BDL
PRIMARY DRIVE	BDL Closed Belt

FRAME

YEAR/TYPE	2001/FXD
RAKE/STRETCH	28°/Stock

SUSPENSION

FRONT END	Kraus Motor Co. Dynamoto Inverted Öhlins
LENGTH	31.5 in.
TRIPLE TREES	Kraus Motor Co. Dynamoto
SWINGARM	Kraus Motor Co. billet trellised
REAR SHOCKS	Öhlins fully adjustable piggyback 14.25 in.

WHEELS, TIRES, AND BRAKES

FRONT	
BUILDER/SIZE	BST Carbon Fiber/19 x 3
TIRE/SIZE	Pirelli Night Dragon 120/70-19
CALIPERS	Beringer 4-piston radial
ROTORS	Beringer 320mm rotors
REAR	
BUILDER/SIZE	BST Carbon Fiber/18 x 5.5
TIRE/SIZE	Pirelli Night Dragon 180/55-18
CALIPER	Beringer 4-piston radial
ROTOR	Beringer 320mm rotors
PULLEY	51-tooth aluminum sprocket

FINISH/PAINT

COLORS	Orange, silver, black
PAINT/GRAPHICS	Taylor Schultz
POWDERCOATING	Kraus Motor Co.

ACCESSORIES

FRONT FENDER	Kraus Motor Co. carbon-fiber front fender
REAR FENDER	Kraus Motor Co. custom aluminum tailsection
GAS TANK	Kraus Motor Co.
GAUGES	Motogadget
HANDLEBARS	ProTaper
GRIPS	Motion Pro
MIRRORS	CRG bar end
HAND CONTROLS	Beringer Hydraulic Master Cylinders
THROTTLE	Motion Pro REV2
FOOT CONTROLS	Kraus Motor Co. mid-controls
HEADLIGHT	Clearwater LED
TAILLIGHT	Clearwater LED
SEAT	Obie Beaver

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CHOPPED

WORDS: JEFF G. HOLT
PHOTOS: JOHN ZAMORA
MODEL: ASHLEY TWOMEY





GOOD TIMES

JASON WEBBER'S 1951 PANHEAD

Jason Webber is a soft-spoken yet hilariously funny guy who grew up in the ever-sunny Orange County area of California. Jason also grew up riding BMX and skateboards and listening to punk rock like so many other guys in Southern California (myself included). Later, after the teen angst withered away and real work and kids were had, Jason gravitated into building simplistically stylish choppers as a hobby. And it has grown immensely from there. After his day job ends Jason spends countless hours handcrafting his garage-built bikes as well as manufacturing and selling a select line of hard parts and soft goods under the At The Risers (ATR) moniker. All this adds up to the fact that this man really doesn't sleep much.



The bike you see here was constructed after he was chosen as an invited builder for the king of all current chopper shows known as Born-Free. I had a chance to sit down with Jason shortly after this bike was completed and discuss its concept and construction. Here's what he had to say.

WHO OR WHAT WAS THE INSPIRATION FOR THIS BUILD?

I've always been a fan of early to mid-'60s-era choppers. People were doing neat stuff with color and mild tricks but nothing too wild. I'm partial to bikes that are within or real close to stock dimensions or perimeters.

WHAT PARTS DID YOU START OFF WITH?

I usually try to start with just the basics: a frame, wheels, front end, and drivetrain. I collect a lot of old chopper parts from the good old days but rarely use them because, to me, they belonged to a different bike. Most of the parts collectors drool over these days were mostly over-the-counter, one-size-fits-all pieces in their heyday. I try to make as much as I can when it comes to accessory stuff mainly because I like one-off parts that were made for that specific bike and only that bike.

TELL US WHAT MODS YOU DID TO THE H-D RL SPRINGER.

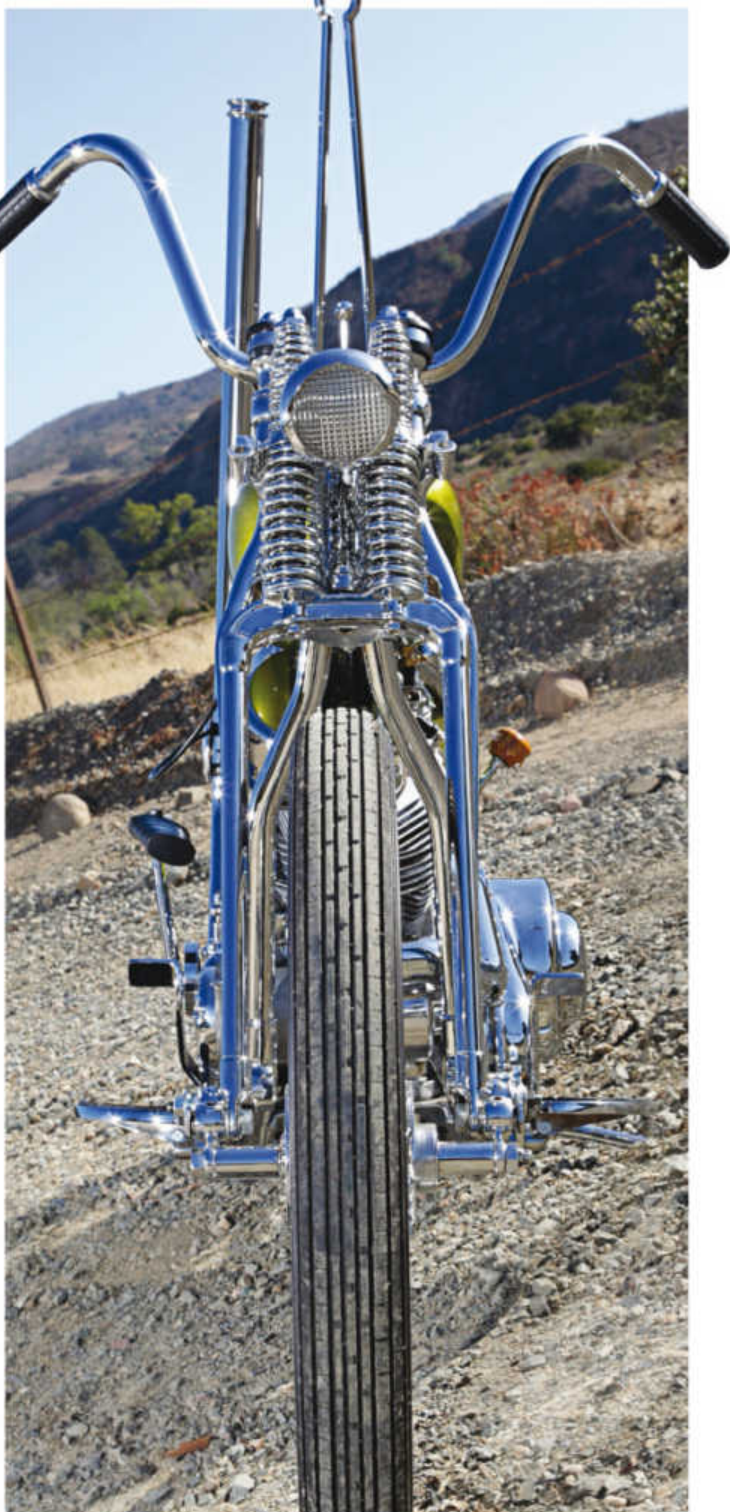
This bike, like most my bikes, are done on a limited budget. That's why I gravitate to the handmade stuff. The front end, for example, isn't the preferred one to use on a Big Twin because it's got the undersized stem, and this one was bent, so I narrowed it a half inch per side and ended up making all new front legs from the casting down.

ARE THERE ANY MODIFICATIONS TO THE ENGINE?

Besides some S&S flywheels and connecting rods, the rest of the engine is pretty much stock. I like the idea of a hot-rod motor, but personally I don't feel the need to ride 100 miles per hour everywhere I go. Also, anything I can do to keep the engine together and in one piece usually dictates what I do to it.

THE CHROME FRAME IS AMAZING. WAS THERE ANY SPECIAL PREP TO GET IT LOOKING GOOD?

As for the frame, I had never had one chromed before, so it was all a new approach. I just made it a point to cut off all the unnecessary tabs and brackets like usual, but then I took it a step further and cleaned up all the visible welds and smoothed out the neck, sidecar, and rear castings so the chrome would look as sharp as it could.



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SPECIFICATIONS

GENERAL

OWNER	Jason Webber
SHOP	ATR
WEBSITE	attherisers.blogspot.com
YEAR/MAKE/MODEL	1951/Harley-Davidson/Panhead
FABRICATION	ATR
BUILD TIME	4 months

ENGINE

YEAR/TYPER/SIZE	1951/FL
BUILDER	ATR/Fast Ed
CASES	H-D
CYLINDERS	H-D
HEADS	H-D
ROCKER BOXES	H-D
CAM	Stock
CARB	Linkert
AIR CLEANER	ATR
EXHAUST	ATR

TRANSMISSION

YEAR/TYPER	1950/4-speed
GEARS	H-D
CLUTCH	H-D
PRIMARY DRIVE	BDL 1.5-in. belt

FRAME

YEAR/TYPER	1951/Wishbone
RAKE	Stock
STRETCH	None

SUSPENSION

FRONT END	Narrowed RL springer
LENGTH	1 in. over

WHEELS, TIRES, AND BRAKES

FRONT	
BUILDER/SIZE	Wheel Works/21 x 2.50
TIRE/SIZE	Avon 21 x 3.00
REAR	
BUILDER/SIZE	Wheel Works/18 x 3.00
TIRE/SIZE	Avon 18 x 4.00
DRUM	H-D
HUB	H-D Star

FINISH/PAINT

MANUFACTURER	PPG
COLORS	Goodtimes Green
PAINTER	Goodtimes Reform
POLISHING	Eli's Polishing/Ramiro of Signal Hill

ACCESSORIES

REAR FENDER	Wassel ribbed
GAS TANK	Lowbrow peanut
HANDLEBARS	VEE Mfg.
HAND CONTROLS	ATR
FOOT CONTROLS	ATR
FLOORBOARDS	ATR
HEADLIGHT	Old Tractor
TAILLIGHT	ATR
SISSY BAR	ATR
LICENSE MOUNT	ATR
SEAT	Haifley Bros.

WHY DID YOU CHOOSE THIS COLOR GREEN?

I chose green for no other real reason other than I like the color. I know there's that superstition as far as green bikes being bad luck, but, honestly, all bikes are bad luck. Now as for this particular green, it was referenced from a stock GM factory color from the late '60s and a single picture. The photo in question is of my friend's grandpa in his early twenties on a Knucklehead chopper. From there I sent my idea to my pal Donny at Goodtimes Reform in Ohio, and he mixed it up and laid it down.

WHAT ARE YOUR FAVORITE PARTS OF THIS BIKE?

I really like how the exhaust came out. I'm pretty proud of the integrated tailight/sissy bar setup too. The round P-pads aren't anything groundbreaking, but they seem to get people's attention.

HOW DOES IT FEEL TO BE VOTED THE PEOPLE'S CHOICE WINNER OF BORN-FREE 7?

Receiving the People's Choice award was truly an honor. I'm not a very "loud" person, and I feel my bikes follow along the same lines, so to know that people took notice and went out of their way to scribble a little check next to my name on that ballot was unexpected to say the least. My intent with this bike was to make something a little more flashy than the bikes I've done before but to still be very rideable and comfortable.

Winning that award made me feel like I achieved what I was going for. **HB**



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In 2011, Brian Hardwick had finally outgrown his 2002 Deuce. He wanted the big-bagger vibe for touring New England. When a Road Glide at Manchester Harley-Davidson hooked him, he purchased the 2011 bagger, brought it home, and immediately started tailoring it into what he wanted, using 16-inch apes, an American Customs exhaust, and Screamin' Eagle tuner and airbox. It wasn't a full-blown custom, but the changes would do. For now.

Time passed. In 2013, Brian and his bike joined the throng of iron horses for Laconia Bike Week. By this time, he was ready for a change again. Namely, extended hard luggage. When he spied a stretched bagger at the rally, he knew that's where his bike needed to be. The search for longer saddlebags was on. But so was the quest for a big wheel to go with them.

Basic construction kicked off shortly after Laconia, gaining momentum going into the new year. Harsh New

England winters make for harsh riding, but it's a great time for working on a custom bike. Eventually, though, Big Red reached a ceiling: The rest of the work required a dedicated custom shop. Although Hardwick was fast to get his baby under the knife, the shop in question wasn't. There she sat for months, waiting her turn.

Not long after its grand opening, Infocus Mobile Audio picked up the build. IMA's Justin and Ian have worked the custom scene for years; with their



resources and skills, the possibilities seemed endless. For every idea in Brian's melon, they came up with a strategy to make it work. This involved the owner meeting almost daily with frequent phone calls, text messages, and meetings at the shop as he kept a personal involvement with every detail of the build. Ultimately, Brian moved forward with the 30-inch stretched neck after searching for the largest tire size he could possibly tuck under the front. However, Brian stuck with the overall

Road Glide look with the dual lights and shark-nose fairing up top.

Down low, IMA created a custom air suspension, both front and rear. Its swingarm-mounted air tank was a great fit to the overall design.

The next hurdle was finding a way to see over the raised front fairing. IMA tackled the issue by notching the bezel and fairing 3 inches, allowing a good view of the asphalt ahead.

IMA finished the one-off fabrication with the custom rear fender, LED

taillights, and inner and side skirts with RF speakers. KandyMan Kustom Paint enveloped the bike in Viper Red with gloss-black highlights, further accenting the stretched design, which, coincidentally, led to the name Big Red.

Although this build started out as stress relief from Brian's busy daily life, the ambition of it proved quite the challenge. Now he gets to kill off life's tension doing what he originally intended: riding his big, red bagger all over the eastern seaboard. **HB**

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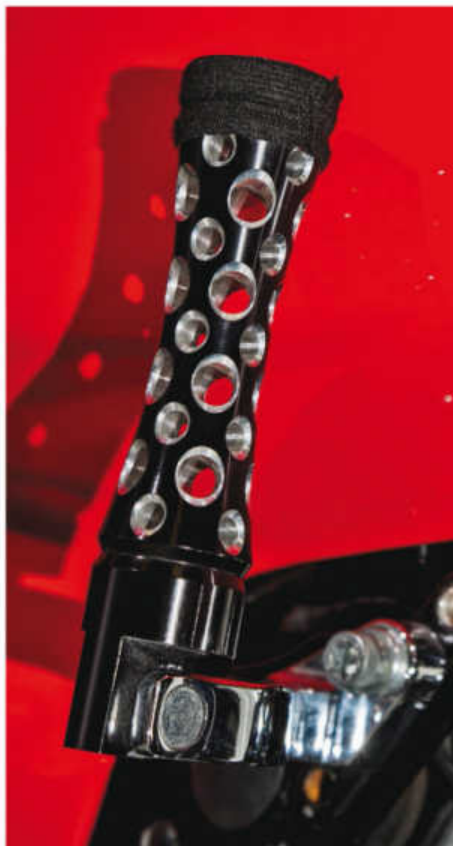
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SPECIFICATIONS

GENERAL

OWNER	Brian Hardwick
SHOP	Infocus Mobile Audio
YEAR/MAKE/MODEL	2012/Harley-Davidson/Road Glide
FABRICATION	Infocus Mobile Audio
BUILD TIME	4 months

ENGINE

YEAR/TYPE/SIZE	2011/Twin Cam/103ci
BUILDER	R&R
CASES	H-D
CYLINDERS	H-D
HEADS	H-D
ROCKER BOXES	H-D
CAMS	H-D
THROTTLE BODY	Screamin' Eagle
EXHAUST	Misfit
AIR CLEANER	Screamin' Eagle

TRANSMISSION

YEAR/TYPE	2011/H-D
GEARS	H-D
CLUTCH	BDL
PRIMARY DRIVE	H-D

FRAME

YEAR/TYPE	2011/H-D
RAKE/STRETCH	Yes/1 in. up and out

SUSPENSION

FRONT END	Infocus air ride with Ness cans
-----------	---------------------------------

WHEELS, TIRES, AND BRAKES

FRONT	
BUILDER/SIZE	SMT Machine/30 in.
TIRE/SIZE	V-Rubber/30 in.
CALIPERS	Wildwoods
ROTOR	
REAR	
BUILDER/SIZE	Stock
TIRE/SIZE	Stock
CALIPER	Stock
ROTOR	Stock
PULLEY	Stock

FINISH/PAINT

COLORS	Viper Red
PAINT/GRAPHICS	KandyMan Kustom Paint

ACCESSORIES

FRONT FENDER	Camtech
REAR FENDER	Infocus
GAS TANK	Camtech
DASH	Camtech
HANDLEBARS	Camtech
GAUGES	Zees
MIRRORS	H-D
HAND CONTROLS	H-D
FOOT CONTROLS	H-D
FLOORBOARDS	H-D
HEADLIGHT	H-D
TAILLIGHT	Infocus
TURN SIGNALS	Infocus
LICENSE MOUNT	H-D
SEAT	Infocus/MDM Custom Upholstery
STEREO	Rockford Fosgate
AMPLIFIER	Rockford Fosgate
SPEAKERS	Rockford Fosgate

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Photo taken at the Sugar-n-Spice Diner, Spartanburg, SC

MODIFIED

TAYLOR SCHULTZ'S

OLD-SCHOOL REVIVAL

THE PAINTER FROM PETALUMA'S FXR



Over the past few years, there has been a huge resurgence of '60s- and '70s-style paint on Dynas and FXRs, including tape fades, patterns, leafing, and flake. There's no denying that the Unknown Rider stunt team's flashy paint jobs are partially responsible for the rebirth of the trend from the constant showcasing of their talents to the main stream public all across the world. The main man behind the glitz and glam and the one responsible for the team's clean designs is Taylor Schultzs from Taylor Schultzs Designz.

Based in a sleepy town in Northern California called Petaluma, this one-man show has been pulling the paint trigger for more than 10 years despite barely looking legal enough to drink. But don't let his youthful appearance fool you; Taylor's painting skills are technically spot on, and his talent is on par with others who have been doing it longer than him.

There are those who observe the bike life from the outside looking in and those who live the life every day. It's hard to fully understand the impact of your artwork if you're not surrounded by the lifestyle and all that it encompasses. For that reason, Taylor isn't just one of the most influential painters in today's V-twin world, but he owns and daily rides this 1991 Harley-Davidson FXR. Long-time friend and shop owner Al Raposo of Big Al's Cycles explains how this bike came to be:





“Taylor bought this bike in 2008 when I called him and told him I found his new bike. My buddy Gene said he’d hold it for him if he hurried and come down to Bartels’ Harley-Davidson in Marina Del Rey with \$6,000. Before the money was even counted, we were already swapping out the stock buckhorn bars for a set of our bars and risers. Taylor rode the bike like that for seven years and put a lot of hard miles on it before it was time to give it a frame-off restoration and allow him a chance to show off his talents with a fresh candy paint job.”

Big Al’s completed the teardown and build-up of the bike with the usual bits of FXR goodies, including a slightly massaged 80-inch Evo with cams and headwork breathing through a chrome Thunderheader exhaust. Mixed in with some mild front and rear suspension are chrome Buddy Suttle-edition bars finishing off the matching chrome frame. Once the dirty deeds were done, it was ready for Taylor to cast some of his paint magic.

Finally with tins removed from the bike, Taylor got to get down with the get down. Starting with a House of Kolor base, he mixed the very non-typical-black-based colors of butterscotch and baby blue. Intertwined within the paint, he showcased his skills at fish scales, lace, patterns, and flake. The end result is a rolling showcase of his excellent use of the color palette and taping skills.

With a decade of design under his belt and several more to come, Taylor is on his way to leaving his permanent mark on the custom motorcycle scene. It will be interesting to watch the chapters of his work unfold and written in the history book of paint. **HB**

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SPECIFICATIONS

GENERAL

OWNER	Taylor Schultz
SHOP	Taylor Schultz Designz/Big Al's Cycles
WEBSITE	schultzdesignz.com @schultzdesignz
YEAR/MAKE/MODEL	1991/Harley-Davidson/FXRS
FABRICATION	Big Al's Cycles
BUILD TIME	2 months

ENGINE

YEAR/TYPE/SIZE	1991/Evo/80 in.
BUILDER	Big Al's Cycles
CASES	H-D
CYLINDERS	H-D
HEADS	Branch Flowmetrics
ROCKER BOXES	H-D
CAMS	Branch Flowmetrics
CARBURETOR	Mikuni
AIR CLEANER	Big Al's Cycles
EXHAUST	Thunderheader

TRANSMISSION

YEAR/TYPE	1991/H-D
GEARS	H-D
CLUTCH	Rivera Primo Pro Clutch
PRIMARY DRIVE	H-D

FRAME

YEAR/TYPE	1991/FXR
RAKE/STRETCH	28°/None

SUSPENSION

FRONT END	39mm Showa
SPRINGS	Big Al's Cycles
TRIPLE TREES	H-D
SWINGARM	Chrome
REAR SHOCKS	Works Performance

WHEELS, TIRES, AND BRAKES

FRONT	
BUILDER/SIZE	H-D 9-spoke Mag/19 in.
TIRE/SIZE	Metzler/19 in.
CALIPERS	H-D
ROTORS	Swap meet
REAR	
BUILDER/SIZE	H-D 9-spoke Mag/16 in.
TIRE/SIZE	Metzler/16 in.
CALIPER	Metzler/19 in.
ROTOR	Swap meet
PULLEY	Big Al's Cycles Chain Drive

FINISH/PAINT

MANUFACTURER	House of Kolor/Painthuffer metallflake
COLORS	Baby Blue and Butterscotch
PAINT/GRAPHICS	Taylor Schultz
PLATING/POLISHING	Classic Chrome Components
POWDERCOATING	Big Al's Cycles

ACCESSORIES

FRONT FENDER	H-D
REAR FENDER	H-D
GAS TANK	H-D
DASH	H-D
HANDLEBARS	Big Al's Cycles Buddy Suttle Bend
GRIPS	Performance Machine
MIRRORS	H-D
FOOT CONTROLS	Performance Machine
SEAT	Corbin



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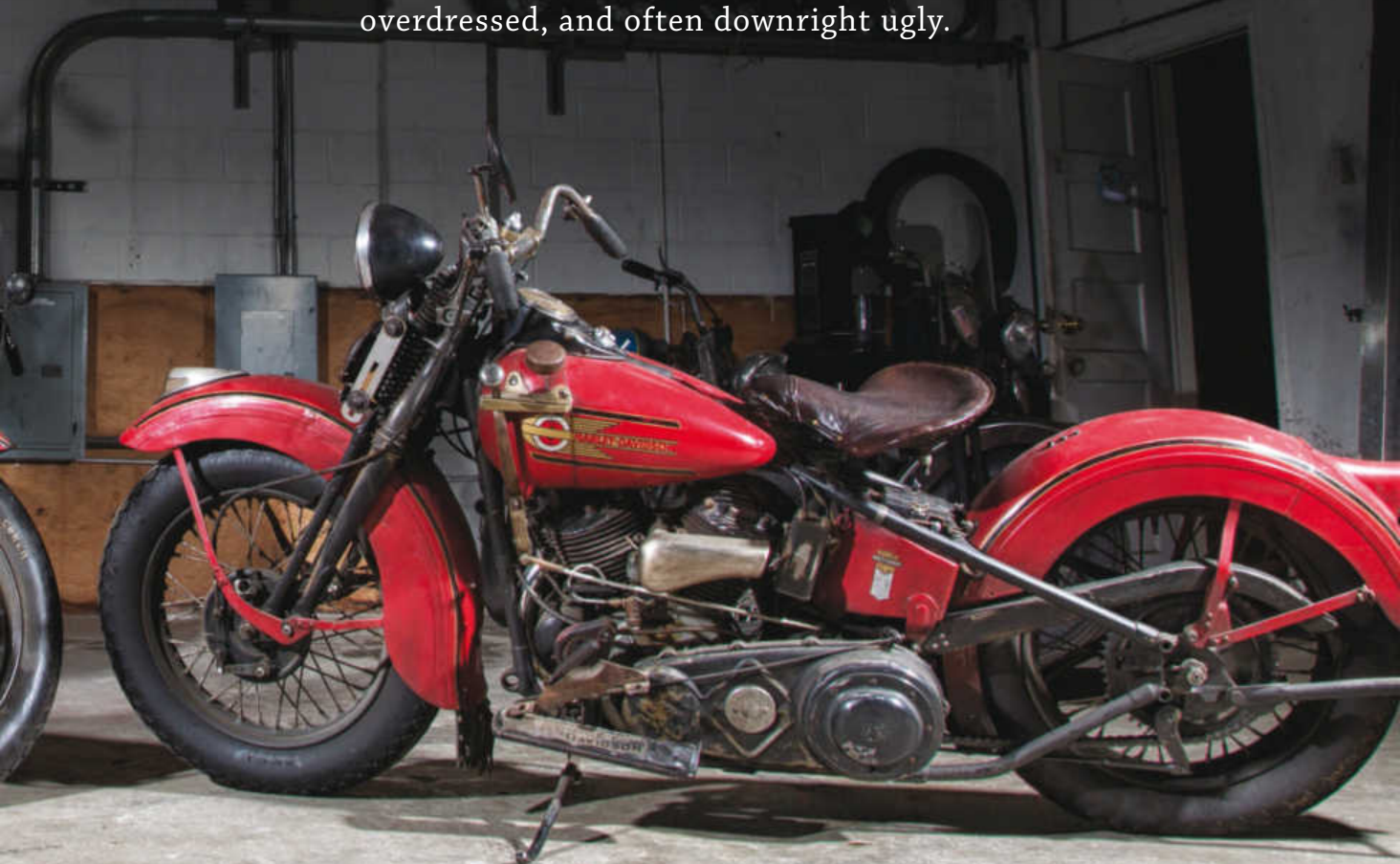
These twin goldy oldies look as good, if not better, today than the day they rolled off the assembly line. Sure, concours restorations are always nice for books, museums, and stuffy owners, but these

two bikes live a totally different life. When you see these twins in person, it's as if you have just stumbled across the ultimate barn find complete with grease, patina, and imperfect paint. Could you imagine walking into a back room on a deserted farm and walking up on a matching set of 1937 Flathead and a 1938 Knucklehead? That would definitely be the find of the century and is what keeps the pickers

looking for that unfound gold.

In reality, this pair of age-appropriate Harleys is the result of careful planning and, believe it or not, extensive use. Both bikes can regularly be found cruising up and down the California highways, almost always as a pair. Either bike out in the public is an amazing sight on its own, but when you put the two of them together at the same place at the same time, that's

When flipping through the pages of old *Hot Bike* issues, it can often be quite amusing at what was considered to be the top bikes at any given time. Trends come and trends go, and often when we look back at what was considered cool, innovative, or in style turns out to be gaudy, overdressed, and often downright ugly.

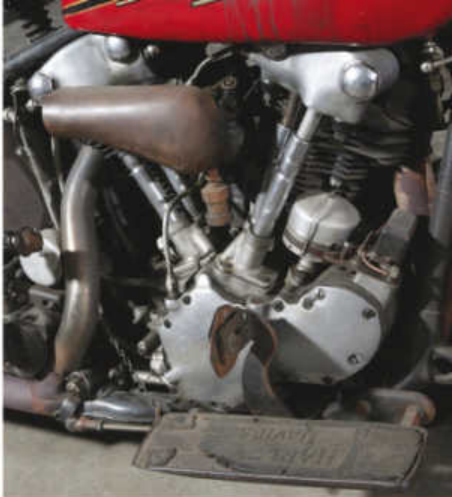


when something truly magical happens.

Both of these bikes came together in about a year, but in reality it took decades of searching and scavenging to find all the pieces to assemble. As time has gone on, the search and competition for the parts has become a brutal battleground. With the advent of the Internet, what was once a hobby reserved for a select few with the knowledge learned over decades

has grown by leaps and bounds with the accessibility of information and auction sites selling hard-to-find parts to the highest bidder and not necessarily the one who searched the swap meets. That's not to say that there aren't deals still to be found by those on the hunt, but the parts hunting grounds have definitely gotten smaller and harder to find. First it was the Japanese who saw the value of these bikes

and bought up everything they could for decades past. Now it seems there's a new invader from down under, with the Australians as the new exporters of cool taking our treasures out of the States. Thankfully it's collectors and restorers building not one but two bikes like these that help keep the dream alive and continue to set the standard for yesterday, today, and tomorrow's trends to stand the test of time. **HB**



SPECIFICATIONS

GENERAL	
OWNER	Andy
YEAR/MAKE/MODEL	1938/Harley-Davidson/Knucklehead
BUILD TIME	1 year
ENGINE	
YEAR/TYPE/SIZE	1938/Knucklehead/61 in.
BUILDER	Andy
CASES	H-D
CYLINDERS	H-D
HEADS	H-D
ROCKER BOXES	H-D
CAMS	H-D
AIR CLEANER	H-D
EXHAUST	H-D
TRANSMISSION	
YEAR/TYPE	1938/H-D
GEARS	4-speed
CLUTCH	H-D
FRAME	
YEAR/TYPE	1938/H-D
RAKE/STRETCH	Stock
SUSPENSION	
FRONT END	H-D Springer
LENGTH	Stock
TRIPLE TREES	H-D
SWINGARM	H-D
REAR SHOCKS	H-D
WHEELS, TIRES, AND BRAKES	
FRONT	
BUILDER/SIZE	H-D
TIRE/SIZE	Coker/4.5 x 18
DRUMS	H-D
REAR	
BUILDER/SIZE	H-D
TIRE/SIZE	Coker/4.5 x 18
DRUMS	H-D
FINISH/PAINT	
MANUFACTURER	H-D
COLORS	Red, black, gold
PAINT/GRAPHICS	H-D
ACCESSORIES	
FRONT FENDER	H-D
REAR FENDER	H-D
GAS TANK	H-D
GAUGES	H-D
HANDLEBARS	H-D
GRIPS	Murphy Stainless
MIRRORS	H-D
HAND CONTROLS	H-D
FOOT CONTROLS	H-D
FLOORBOARDS	H-D
HEADLIGHT	H-D
TAILLIGHT	H-D

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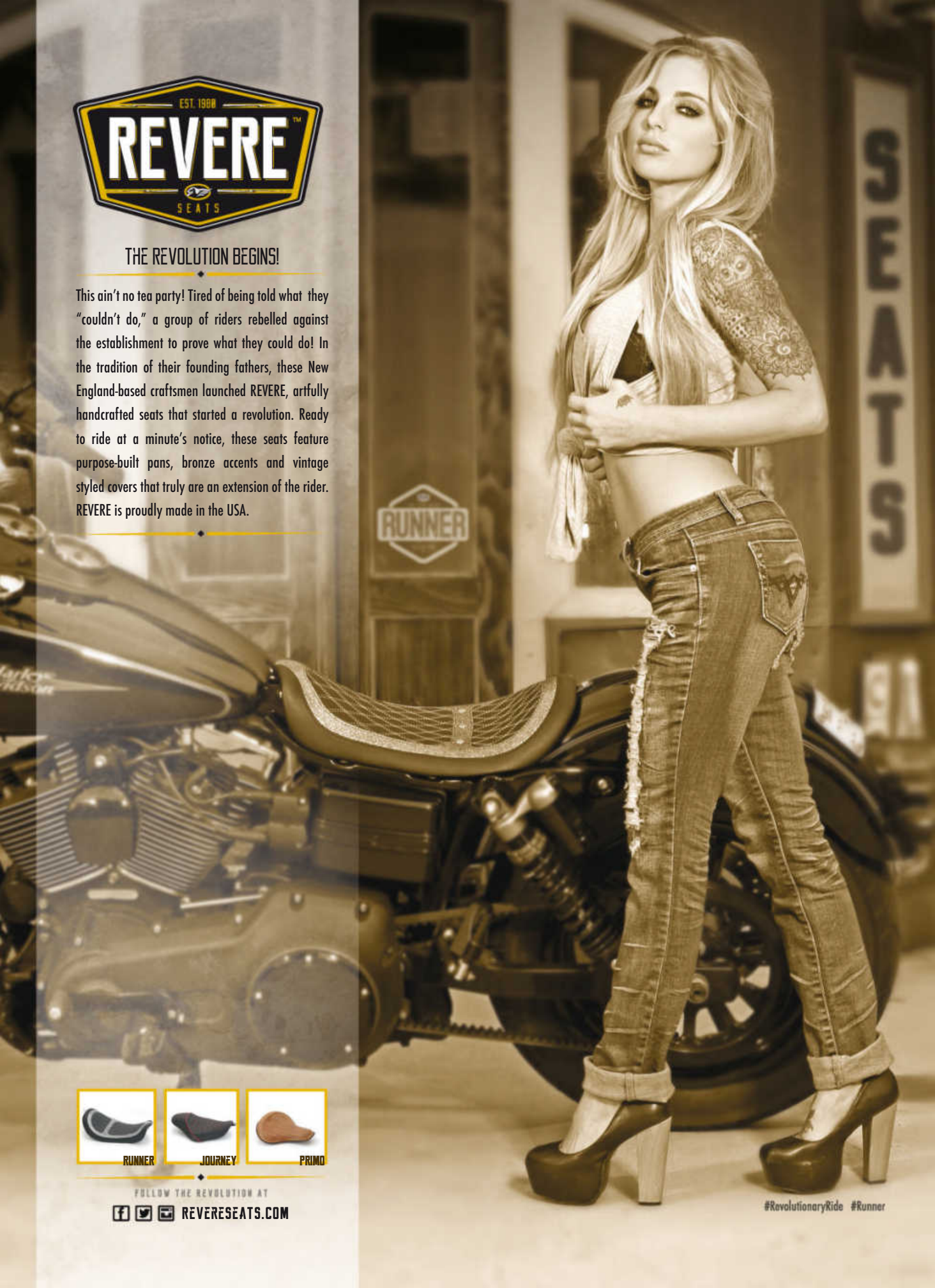
SPECIFICATIONS

GENERAL	
OWNER	Andy
YEAR/MAKE/MODEL	1937/Harley-Davidson/Flathead
BUILD TIME	1 year
ENGINE	
YEAR/TYPE/SIZE	1937/Flathead/80 in.
BUILDER	Andy
CASES	H-D
CYLINDERS	H-D
HEADS	H-D
ROCKER BOXES	H-D
CAMS	H-D
AIR CLEANER	H-D
EXHAUST	H-D
TRANSMISSION	
YEAR/TYPE	1937/H-D
GEARS	4-speed
CLUTCH	H-D
FRAME	
YEAR/TYPE	1937/H-D
RAKE/STRETCH	Stock
SUSPENSION	
FRONTEND	H-D Springer
LENGTH	Stock
TRIPLE TREES	H-D
SWINGARM	H-D
REAR SHOCKS	H-D
WHEELS, TIRES, AND BRAKES	
FRONT	
BUILDER/SIZE	H-D
TIRE/SIZE	Coker/4.5 x 18
DRUMS	H-D
REAR	
BUILDER/SIZE	H-D
TIRE/SIZE	Coker/4.5 x 18
DRUMS	H-D
FINISH/PAINT	
MANUFACTURER	H-D
COLORS	Red, black, gold
PAINT/GRAPHICS	H-D
ACCESSORIES	
FRONT FENDER	H-D
REAR FENDER	H-D
GAS TANK	H-D
GAUGES	H-D
HANDLEBARS	H-D
MIRRORS	H-D
HAND CONTROLS	H-D
FOOT CONTROLS	H-D
FLOORBOARDS	H-D
HEADLIGHT	H-D
TAILLIGHT	H-D



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




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Northern California and Central Valley have a unique custom culture that is flourishing with a deep history of style that can't be found in any other part of the world. Their lowrider motorcycle scene has some of the nicest rides that can be found anywhere, but they often get overlooked as compared to bikes from Southern California despite only being a couple hundred miles away. It took a road trip on behalf of bike owner Juan Cedillo to a local show that took place literally in our backyard to finally receive some much-deserved spotlight on his 1982 Harley-Davidson Shovelhead. It only took a few minutes of checking out his FLHS with its classic stance and Candy Apple Red paint with custom murals to know we had to make a trip of our own up to his hometown of Sacramento, California, to get a second peek at this *vicla*.

Juan Cedillo did the majority of work on this 1982 Harley-Davidson FLHS in the span of about one year. The stock H-D powerplant was swapped out for something a little more reliable and powerful thanks to an S&S 103-inch stroker kit breathing through dual Paughco exhaust that greatly helped put some *ran* in this *ranfla*.

“ONE CAN ONLY GUESS AS HE CRUISES UP AND DOWN THE BOULEVARD THAT SOME KID SOMEWHERE PROBABLY SEES HIM CRUISING AND THE PROCESS STARTS ALL OVER. IT’S THAT PASSING DOWN OF THE CLASSICS THAT TRANSCENDS THE TRENDS AND STANDS THE TEST OF TIME.”

GROUP
SECRETARY

CONTROLLER



The rear fender was stretched several inches, and with the help of a custom-made front and rear air ride, the bike has a proper long and low stance. The use of a DNA sprotor leaves the kickstand side with a clean and clear view of the 21- and 18-inch 60-spoke wheels that give it that classic true-spoke vibe.

As with any proper lowrider, the chrome bill ran high, and Juan's bike is gleaming from tip to tail. When it comes to paint, there's nothing more classic than a House of Kolor Candy Apple Red base with custom black graphics. Ghosted in are patterns, graphics, and lace that take the power of the sun to fully reveal them. Finally to wrap it all up, a set of 18-inch apes round off a near-perfect score on the mental score sheet.

Juan's FLHS is a sign that the custom culture has no borders. No matter where the rubber meets the road, a classic stance dripping in chrome mixed with bright paint will always attract the attention of a worldwide audience. **HB**

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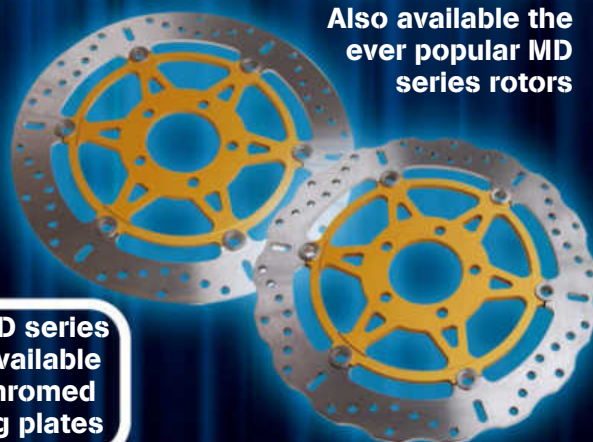
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SPECIFICATIONS

GENERAL	
OWNER	Juan Cedillo
YEAR/MAKE/MODEL	1982/H-D/FLHS
FABRICATION	Juan Cedillo
BUILD TIME	1 year

ENGINE	
YEAR/TYPE/SIZE	S&S/Early Shovelhead 103-in. Stroker
BUILDER	Juan Cedillo
CASES	S&S
CYLINDERS	S&S
HEADS	S&S
ROCKER BOXES	S&S
CAMS	S&S
THROTTLE BODY	S&S
EFI CONTROLLER	S&S
AIR CLEANER	S&S
EXHAUST	Paughco

TRANSMISSION	
YEAR/TYPE	'82/H-D
GEARS	H-D 5-speed
CLUTCH	H-D
PRIMARY DRIVE	H-D

FRAME	
YEAR/TYPE	'82/H-D
RAKE/STRETCH	Stock

SUSPENSION	
FRONT END	Air
TRIPLE TREES	H-D
SWINGARM	H-D Modified
REAR SHOCKS	Custom

WHEELS, TIRES, AND BRAKES	
FRONT	
BUILDER/SIZE	21 x 3.5 60-spoke
TIRE/SIZE	90-21
CALIPERS	PM
ROTORS	DNA
REAR	
BUILDER/SIZE	18 x 3.5 60-spoke
TIRE/SIZE	130/70-18
CALIPER	DNA
SPROTOR	DNA

FINISH/PAINT	
MANUFACTURER	House of Kolor
COLORS	Candy Apple Red
PAINT/GRAPHICS	Juan Cedillo/Artwork Sunny Natad
PLATING/POLISHING	AAA Plating

ACCESSORIES	
FRONT FENDER	H-D Modified
REAR FENDER	H-D Modified
GAS TANK	H-D Modified
DASH	Juan Cedillo
GAUGES	H-D
HANDLEBARS	18-in. apes
GRIPS	H-D
MIRRORS	H-D
HAND CONTROLS	H-D
FOOT CONTROLS	H-D
FLOORBOARDS	H-D
HEADLIGHT	H-D
TAILLIGHT	H-D
TURN SIGNALS	H-D
LICENSE MOUNT	H-D
SEAT	Le Pera



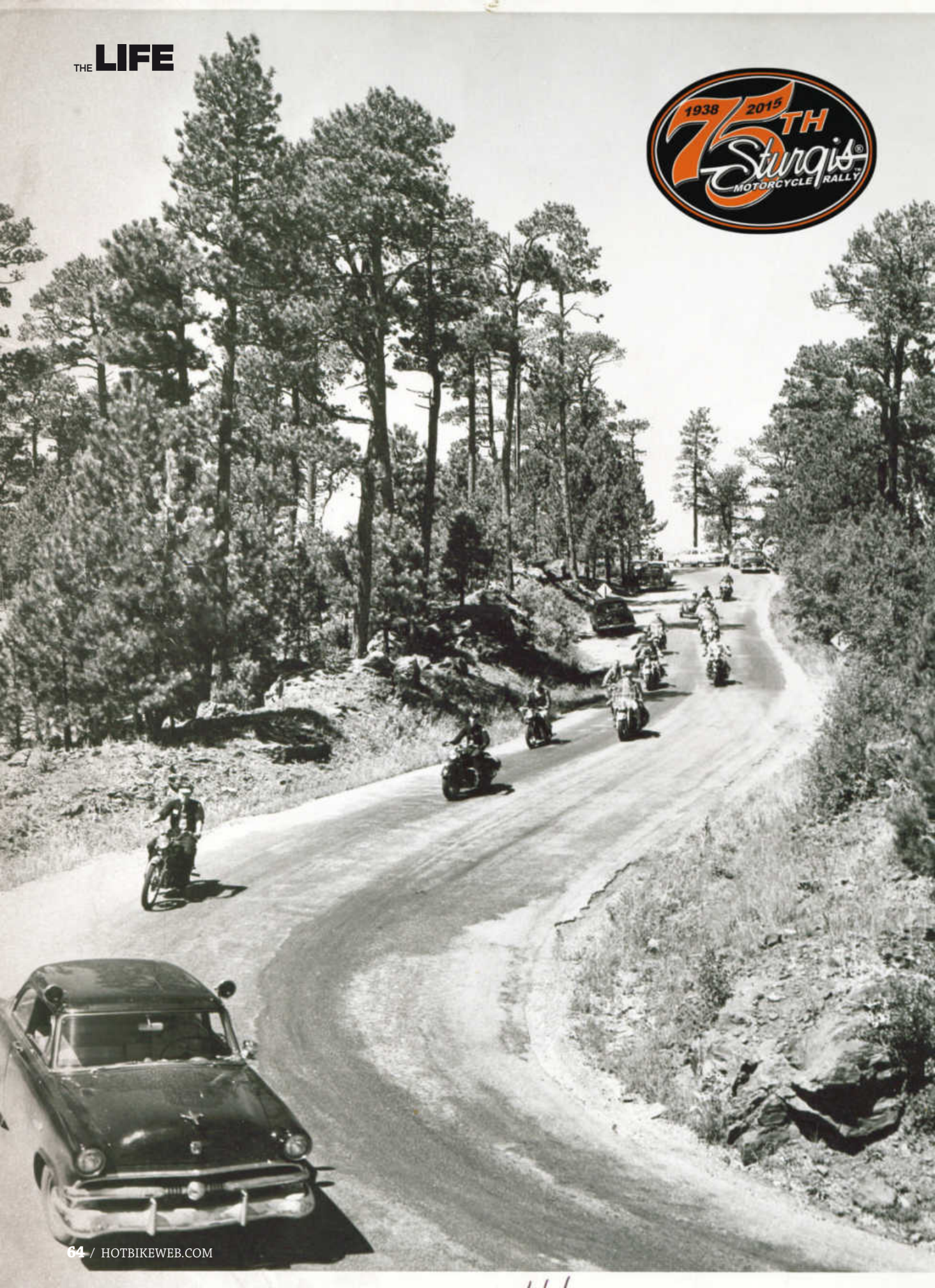
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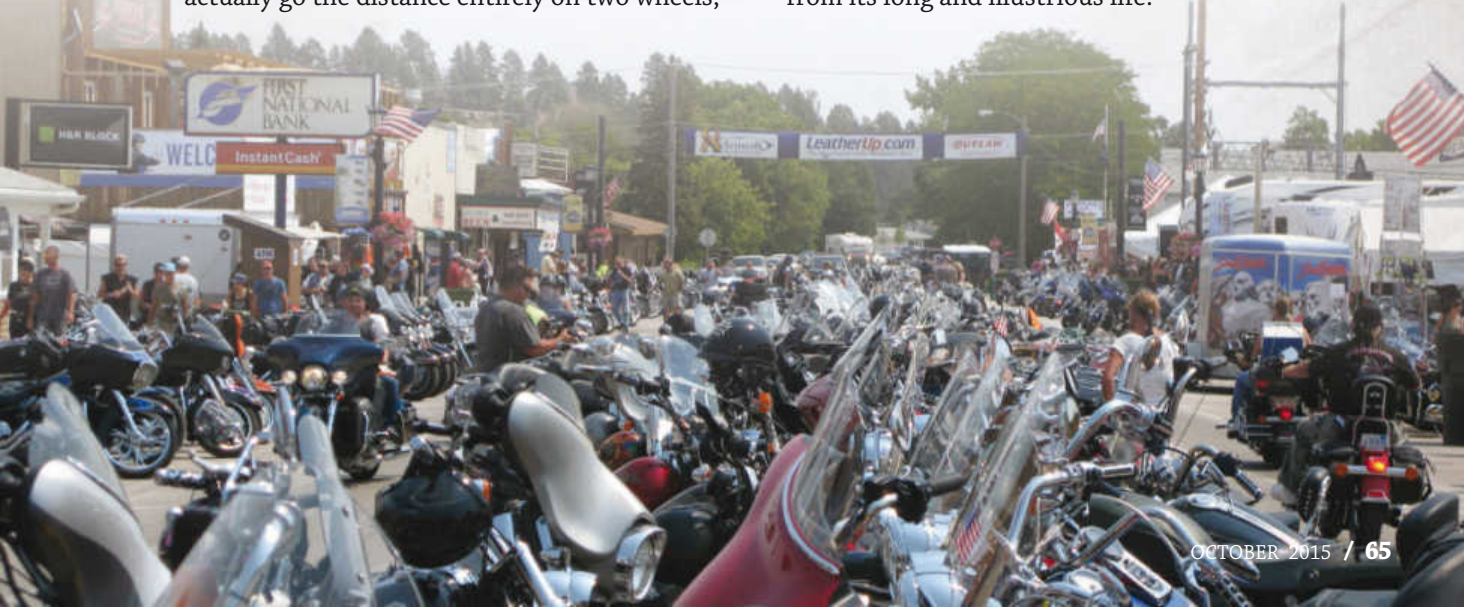
YEARS OF STURGIS

HISTORY OF THE MOTHER OF ALL RALLIES



Although the Black Hills Motorcycle Classic gets overcrowded every year these days, at the heart of it, it's still about the riding. Whether you trailer in and just run locally or actually go the distance entirely on two wheels,

you're still surrounded by the Wild West feel of the landscape, punctuated by all the rally trappings in Deadwood, Spearfish, and Sturgis proper. With the biggest, baddest bike event in America hitting its 75th birthday, here's a highlight reel from its long and illustrious life.



1874-1876

In 1874, the Custer Expedition leads to the Black Hills Gold Rush, sparking the Great Sioux War two years later. Right around this time, Sturgis is founded and holds its first Annual Rally and Races—of the horse variety. Fifty years of horse racing will lead up to the first motorcycle event in 1936. There was also that small matter of the Sioux handing Custer his ass at the Little Bighorn in June of 1876. Deadwood is a booming gold rush town. Jack McCall assassinates Wild Bill Hickok in Deadwood two months after Custer's Last Stand, while Bill is playing five-card draw. His two-pair hand, aces and eights, is now known as the Dead Man's Hand. All of this sets the stage for the Sturgis rally's Old West vibe.

1936-1950

With this newfangled refrigeration thing draining the family's ice business, a young guy named JC "Pappy" Hoel opens his Indian dealership in the Sturgis area in 1936. Business is good, but there isn't anything in the way of community support for riders in the area. He and some fellow riders found the Jackpine Gypsies MC to remedy that problem. In 1937, the club becomes an official charter of the American Motorcyclist Association.

The first organized event was an AMA Gypsy Tour through the Black Hills. Pappy and Pearl Hoel let riders camp in the yard behind the Indian dealership. Pearl made the food, including dogs, sloppy joes, tater salad, and watermelon.

The next year was a big deal for Sturgis. Not only was Mount Rushmore coming to completion, but the nearby Sturgis Chamber of Commerce teamed up with Hoel and the Gypsies to build a half-mile dirt track for motorcycle racing. The one-day event took place on August 14, with nine to 12 racers duking it out for \$500 in prize money. The first race at the new track was won by "Smiling" Johnny Spiegelhoff.

Growth shot up fast. In 1939, more than 800 riders turned out for the races. Nineteen riders participated in what was now a full-fledged rally, with board wall crashes, half-mile flat-track races, jumps, and head-on crashes with cars—on purpose. Pappy and Pearl were great hosts; their hard work and charm were the heart of what would become the Black Hills Motor Classic. There was also an organized ride to Mount Rushmore with more than 50 bikes making the run.

When you have a great event, word gets



around. Fast. Come 1940, the Black Hills Motor Classic grew to a two-day motofest with an estimated 5,000 attendees; the dirt-track race had 150 competitors. Those early rallies were all about stunts and racing. The Jackpine Gypsies operated the tracks and hill climbs.

Just like with everywhere else in the world, Sturgis was doing pretty well until that asshole Hitler made a mess of everything. The AMA stopped its organized motorcycle events, including Sturgis, in '42 and '43. That's why we're celebrating Sturgis' 75th birthday in 2015 instead of 2013. Thanks for making us all wait, Nazis.

Post-war recovery came quick though. By 1947 more than 400 riders showed up for the Black Hills Motor Classic. In 1949, the rally was so big that officials were forced to block off Main Street for a two-hour award ceremony.

1950-1970

Although the AMA Gypsy Tours waned in the '50s, Sturgis did just the opposite. Scrambles and the hill climb were added into the yearly mix. In 1954 and '55, the Black Hills Motor Classic was a stop on the AMA's new Grand National Championship series.

More events were added all the time. Board wall crashes, ramp jumping, and head-on car collisions are added to the stunt roster. In 1964, the rally grows to a three-day event. City officials begin blocking off an entire side of Main Street just for motorcycle parking during the rally. A year later, the rally grows again to five days. By 1970, the post-WWII Sturgis rally is up to 3,000 riders a year.





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1970–1990

Thanks to movies like *Easyrider* and *On Any Sunday*, motorcycling exploded in the 1970s. The Sturgis Rally and Races was not immune. The rally begins the decade at 3,000 riders a year, but by decade's end, more than 30,000 riders a year invade the Black Hills every August. When 1975 hits, the Sturgis Rally grows to its current seven-day duration. Choppers and custom iron start flexing their muscle more and more each year, pulling part of the emphasis from racing and touring to the biker side of the force. Mayhem plays a bigger part; toilets, bikes, and even streets get doused in gasoline and set on fire.

In the early '80s, the rally moves from City Park to the surrounding campgrounds to get the hell raising out of town. Venues like the Buffalo Chip start to spring up. In 1980, Harley-Davidson releases its FXB Sturgis bike in honor of the rally. Five years later, South Dakota governor Bill Janklow signs a proclamation declaring the rally "Pappy Hoel Week." Sadly, Pappy only gets to enjoy that honor for four more years. He passed away in 1989, but his wife, Pearl, lived on as the beating heart of the rally until her passing in 2005 at the age of 99.

1990–2015

This is the age of the rally as most of us know it: huge crowds, bike shows, vendor villages, and concerts galore. Campgrounds have grown into biker-focused venues with races, vendors, and big-name concerts all rally long. Depending on who you ask, Sturgis attendance hit 425,000 to 600,000 people in 2000. Regardless, more than 400,000 riders a year make their way to Sturgis every year now. And these are the facts about the number-one entry on the bucket list for bikers the world over. **HB**



“DEPENDING ON WHO YOU ASK, STURGIS ATTENDANCE HIT 425,000 TO 600,000 PEOPLE IN 2000. REGARDLESS, MORE THAN 400,000 RIDERS A YEAR MAKE THEIR WAY TO STURGIS EVERY YEAR NOW.”



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CHICANO BIKER

FIFTH ANNUAL RAZA RUN

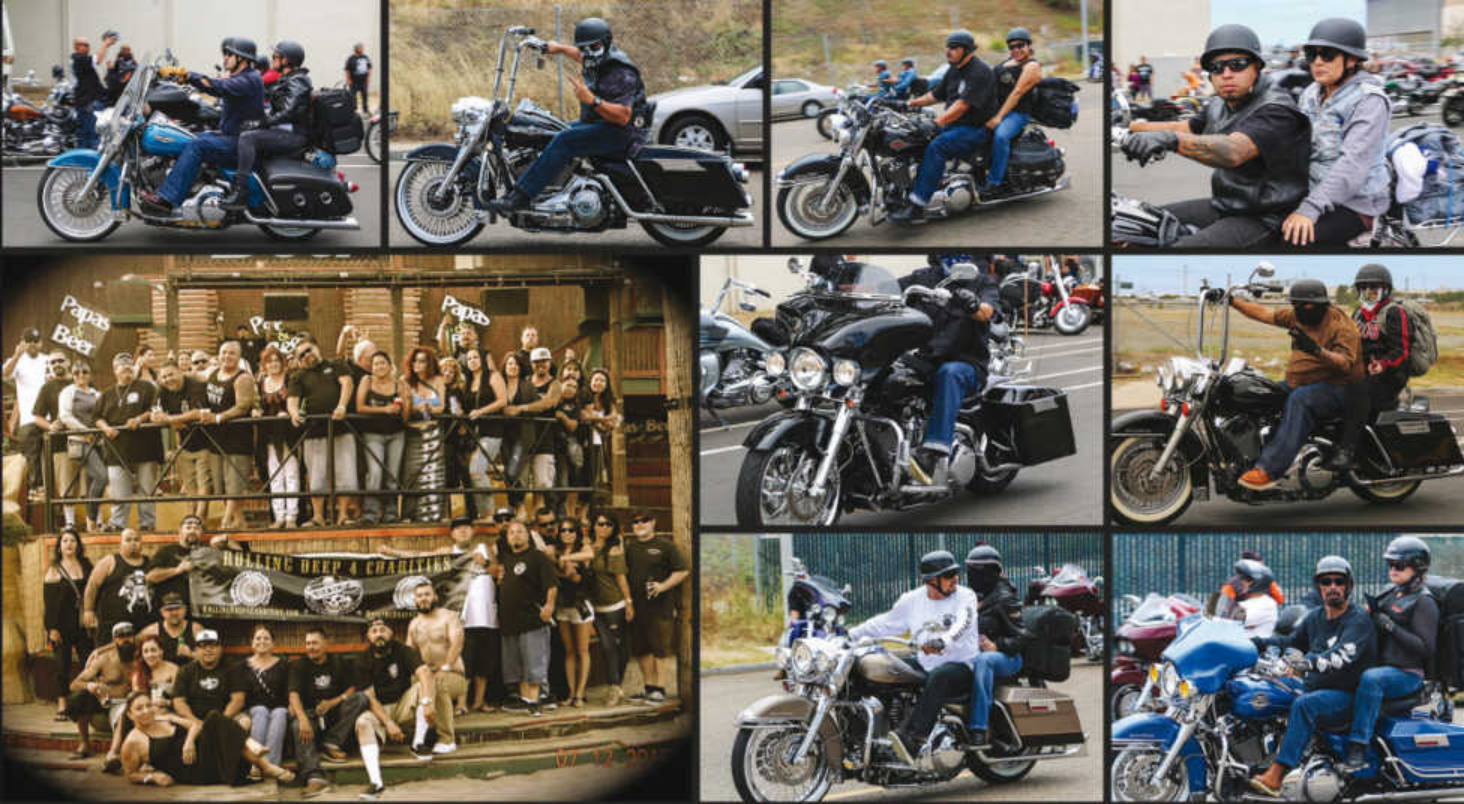
WORDS AND PHOTOS: COURTESY OF CHICANO BIKER

Chicano Biker is a riding club out of Denver, Colorado, that holds its annual Raza Run over the Cinco de Mayo weekend. It is a fundraising poker run, which helps them raise money for Servicios De La Raza, a local non-profit organization that has been providing services for the community for more than 40 years. It also serves to help Chicano Biker raise funds for its annual toy drive that provides toys, coats, and personal-

hygiene items for less fortunate families. This year's run was hosted by Ted's Place in Commerce City, Colorado, and sponsored by Outpost Harley-Davidson Pueblo, Russ Brown Motorcycle Attorneys, Lucero's Bail Bonds, and New Beginnings Counseling Center.

For more information, follow the Chicano Biker Facebook page at facebook.com/brownpriderider, or email them at chicanobikers@gmail.com.





ROLLING DEEP 4 CHARITIES

11TH ANNUAL ROSARITO HARLEY RUN

WORDS: JOHN ZAMORA PHOTOS: VERONICA PUARTE AND JOHN ZAMORA

Now in its 11th year, Rolling Deep 4 Charities has been making the annual Harley Run 40 miles south of the border to the party town of Rosarito, Mexico. Each year, the group of more than 1,000 riders meet up at Sweetwater Harley-Davidson in National City, California and are then escorted at the border by Mexican police to the final destination of Papas and Beer beach club. While many go for

the good times, there is a much bigger cause at hand. Each year thousands of orphaned children anticipate the delivery of toys, food, and school supplies that the organizers bring. This annual event has become an annual tradition for many riders, with the smiles of the children being the inspiration for the ride. For more information, visit rollingdeep4charities.com or its Facebook page at facebook.com/rollingdeep4charities. **HB**



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WORDS: JEFF LEIGHTON PHOTOS: ED SUBIAS

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FAIRED WARNING

CONELY'S FAIRING AND RISER COMBO INSTALL



Our Project Daily Dyna 2015 H-D Lowrider was in a sad state of affairs. It had the funky stock handlebars and OE adjustable risers. It also had no sort of good-looking and dependable wind protection up front. That was until we gave John Conely a jingle and landed some of his parts.

John is the owner of Conely's Accessories USA, and he has been bangin' out quite the line of parts for Dynas as of late. Take his newly redesigned Retro T-Sport Fairing with the 14-inch shield. It's a steal at \$579 and much beefier and better fitting than the first generation. It also has a very stable and adjustable mounting system. Another offering from Conely's we are outfitting this Dyna with is a set of 9-inch 6061-T6 aluminum Monster Risers with ProTaper's 1.5-inch Tracker handlebars. The combo goes for \$389, and it will beef up any bike's front end for sure. Once the parts showed up to *Hot Bike* HQ, we took the Daily Dyna over to Scotty's Speed Metal and Fabrication and had Scotty and his son Luke ditch the stock stuff for some slick selections from Conely's collection. Here's how it all came together. **HB**

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TECH

CONELY'S FAIRING AND RISER COMBO INSTALL



▲ With the stock bars and risers safely in the recycle bin, Luke mounts up Conely's Monster Risers to the top tree of our Dyna.



▲ Scotty pre-wired the hand control switches before Luke installed the ProTaper bars onto the Monster Risers.

▼ The brake and clutch levers were then installed onto the ProTaper handlebars.



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◀ 4. The beefiness of the 1.5-inch rise ProTaper/9-inch Monster Riser combo looks right at home on the 49mm front end of the Daily Dyna.



5

▲ Next was getting the Conely's Retro T-Sport fairing on the bike. Scotty first installed the new extended headlight mount and then the adjustable fairing brackets and 49mm fork mounts.



6

▲ The fairing itself was installed by Scotty and Luke and checked for proper alignment.



7

▲ Scotty then partially snugs up all the mounts but leaves plenty of room for adjustments to be made.

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◀ **8.** Next, the 14-inch windshield was mounted to the fairing.



▲ A few more "fore and aft" adjustments of the fairing were made.



▲ After the bars and fairing were test ridden and adjusted to the rider's preference, we were done.



What a world of difference changing to this Conely's setup was—not only in looks but the overall handling of the bike felt better. We also loved how much wind the Retro T-Sport fairing with the 14-inch shield deflected!

SOURCES:

CONELY'S ACCESSORIES USA
conelysaccessoriesusa.com

PROTAPER
protaper.com

SCOTTY'S SPEED METAL AND FABRICATION
scottyspeedmetal.com

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TECH

WORDS AND PHOTOS: JOHN ZAMORA

SKILL LEVEL // INTERMEDIATE

LOWRIDER IN A DAY PART 2

RIDE WRIGHT KLASIK ROTOR, PROGRESSIVE SUSPENSION DROP-IN FRONT LOWERING KIT, BASSANI TRUE DUAL 36S EXHAUST, LEGEND SUSPENSIONS LEGEND AERO-ST INSTALL



Last time we worked on this 2008 Deluxe, we left it looking good but not quite sitting or sounding right. So we headed back over to IMZZ Elite to install a few more modifications to help make this Softail look low and loud. **HB**



1

▲ To start things out, remove the Mustang seat and disconnect the battery.



2

▲ It took a little bit of leverage to loosen the stock shock nut.



3

▲ After carefully loosening both nuts, remove both stock shocks.



4

▲ The Legends shocks reuse the stock washers and grommets, so be careful not to damage them during removal.



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5
▲ Install the Y adaptor and air lines to the fittings, making sure to leave enough air line to trim to final length.



6
▲ Next, reinstall the Legends shocks and torque to specs.



7
▲ Install the compressor bracket assembly between the motor and transmission onto the frame rails. Connect the air tubes to the fittings and trim to correct length.



8
▲ Next, install the handlebar switch, running the cable down along the bars, under the gas tank, and into the battery compartment.



9
▲ Finally, connect the switch to the battery and compressor.



10
▲ In order for the next part of our installations, we had to remove the front fender, wheel, and light bar assembly.



11
▲ Next, remove the forks to add the Progressive Suspension drop-in lowering kit.



12
▲ With the forks removed and placed in a proper vise, remove the fork cap to gain access to the spring.



13
▲ Next, install the shorter supplied spring into the fork tube.

- ☒ **EXHAUST**
- ☒ **AIR CLEANER**
- ☒ **BIG BORE KIT**
- ☒ **CAM**



14

▲ Using the chart supplied by Progressive, determine the proper length to cut the PVC spacer and cut accordingly.



15

▲ Next, refill the forks with heavyweight oil to spec and reinstall the fork cap.



16

▲ Then reinstall the fork legs and repeat the process with the other fork.



17

▲ Before installing the front wheel, replace the stock rotor with the matching Kassic unit from Ride Wright.



19

▲ Our old exhaust just didn't have the bark or length we wanted, so we ordered a Bassani True Dual exhaust with 36-inch pipes.



18

▲ Next, reinstall the front wheel, fender, and light assembly. Double-check to make sure the front end was not lowered too much where anything might come in contact with the top of the fender.



20

▲ Remove the old exhaust and install the new longer and meaner-sounding Bassani for that true *blah-blah-blah* sound and look.

And with just a couple more hours on the lift, our 2008 Softail Lowrider makeover was complete. Now our bike has taken on that classic vida look, sound, and stance. All of the modifications could have easily been done in a garage over a few days with basic hand tools.

SOURCES:

All installation and fabrication by
IMZZ ELITE
imzzelite.com

SUSPENSION
LEGEND SUSPENSIONS
Legend Aero-ST
legendsuspensions.com

DROP-IN FRONT LOWERING KIT
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TECH

WORDS: JEFF G. HOLT PHOTOS: JEFF G. HOLT AND ED SUBIAS

LOCKED & LOADED

ROAD TRIPPIN' THE RIGHT WAY



While gearing up for my ride to Sturgis this year on my shiny new 2015 H-D Dyna Lowrider, I angrily encountered a ton of my mismatched, broken, and otherwise jacked-up touring gear with more than a decade of use on them. It was all ripped, frayed, and looked more at home on a hobo's back than attached to a sweet chrome-clad motorcycle. As I was thinking about getting some new gear, the final straw was when I pulled down my gear bag and found that it had seemingly been a home for a family of weak-bladdered rodents over the past few months.

After chucking my entire old conglomeration of touring gear into the dumpster I headed over to my local H-D dealer and decided to really get kitted up.

When I began to look at the immense offerings Harley-Davidson had in its Parts and Accessories line I realized I had to devise a plan for the safe and secure traveling of my gear, my bike, and myself. **HB**

GEARED UP

◀ Starting with my personal well being, I know that almost every time I head out across these great states of ours there will be rain, sleet, or a snowstorm of some sort rolling through. So I picked up one of H-D's Generations rainsuits with matching gloves and a set of shoe-cover gators. I also ordered up a Harley-Davidson Sidekick seat for a little extra booty padding and comfort on my longer rides.





◀ EXCESS BAGGAGE

Next was getting my gear loaded in a cool and dry place. I opted for an H-D Touring bag to stow my stuff in and attach to the bike via a set of removable side plates and sissy bar. I also outfitted the tank of my bike with a new Harley tank bag, which holds the gear I use more frequently when riding. Other great items I picked up for gear storage were a few H-D clothing shrink sacks and a strap kit for attaching even more items onto the outside of my new bags.



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TECH

ROAD TRIPPIN' THE RIGHT WAY



▲ SAFETY AND SECURITY

Now that I am rolling America's highways on a badass bike with a bunch of new gear, it dawned on me that I have a ton of money wrapped up into this whole two-wheeled touring venture, and I would hate for the bike to get jacked up by the elements or for it to get stolen. I opted for a Harley-Davidson-branded indoor/outdoor bike cover with the optional alarm to keep the bike free of dust and leering eyes. But the major theft security came by way of H-D's beefy Noose Chain and Shackle Lock.



▲ COOL TOOLS

I am not the type of person to be caught unprepared if there were some sort of mechanical or emergency issue on the road. And guess what? Harley-Davidson also had me covered in the form of specialty tools, a tactical flashlight, a travel cleaning kit, and even an H-D-branded first-aid kit.



"LOADED"

PN # 51353-06 Sidekick Seat
 PN # 52124-09 Black Detachable Side Plates
 PN # 52300020 Sissy Bar Upright
 PN # 51641-06 Backrest Pad
 PN # 93300004 Touring Bag
 PN # 93300010 Rider Backrest Pad
 PN # 93300040 Tank Bag
 PN # 93300015 Strap Kit
 PN # 90200719 Med. Shrink Sack
 PN # 90200721 Lg. Shrink Sack
 PN # 98285-14VM Generations Rainsuit
 PN # 98349-07V Rain Gators
 PN # 98274-14VM Generations Glove

"LOCKED"

PN # 94869-10 Lock Kit
 PN # 93511-10 Biker's First Aid Kit
 PN # 94819-02 H-D Tool Kit
 PN # 94435-10 Folding Tool
 PN # 94697-08 Axle Wrench
 PN # 12700024 LED Flashlight
 PN # 93600007 Travel Care Kit
 PN # 93100023 Bike Cover
 PN # 69000038 Bike Cover Alarm

SOURCE:

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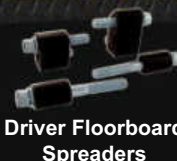
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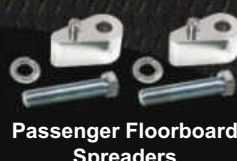
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What if we told you that you can have major access to tuning your HDLAN- or CAN bus-equipped Harley? And part of the tuner is something you already use every day.

It's the Vance & Hines FP3 tuner (vanceandhines.com, \$399), and it is something straight from the future of on-road motorcycling.

You simply plug the made-in-the USA FP3 into the bike's six-pin diagnostic port and sync a device running iOS 6.0+ or Android 4.0+ that has Bluetooth connectivity with the FP3 app installed.

The FP3 uses flash technology to recalibrate engine parameters and mapping for exhaust systems and other performance upgrades simply downloaded from the ever-expanding library of calibrations developed by Vance & Hines.

The FP3 also has an advanced feature set that lets you access H-D's ECM tuning tables to further adjust front and rear cylinder VE settings, air/fuel ratios, acceleration enrichment, deceleration enrichment, rpm at idle, set rev limitations, and apply automatic compression release all from your smartphone.

The FP3 also has an AutoTune feature, which allows a user to tune their bike legitimately for their particular intake and exhaust combination. AutoTune properly calibrates the high-precision



range of the factory narrowband O2 sensors to get to the target the optimum air/fuel ratio of 14.4. The FP3 can also aid users to tune their motorcycle for the specific fuel blends available in their area as well as read trouble codes.

Another added feature if you leave the FP3 plugged into the bike is that live sensor data can be viewed through your smartphone and will display speed, rpm, cylinder head temperature, voltage, and gear selection.

The greatest thing about the FP3 is that it is constantly offering more and more technology and tuning downloads. Vance & Hines has even added more features since the product's inception, including real-time viewable sensor data such as instantaneous and average fuel economy, power, and torque. There is also camshaft support data to tune more than 50 different aftermarket cams.

If you are into getting the most performance out of your machine, then you should seriously look into the FP3. It's a great way to get your custom rig riding its best.

Look for a video of the FP3 at work on hotbikeweb.com. **HB**

SOURCES:

VANCE & HINES

fp3.vanceandhines.com



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TECH

WORDS AND PHOTOS: JOHN ZAMORA

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TECH

Installation is as simple as cleaning the fairing and bag lids to make sure it isn't placed over a dirty surface. Then stretch the cover onto the fairing and attach the bottom using the Velcro straps. Boom! You're done. The bag covers go on just as easy and keep the tops of the bags clean from debris. Also it's nice to know that the NoviStretch is made 100 percent in the USA. **HB**



SOURCE:

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novistretch.com



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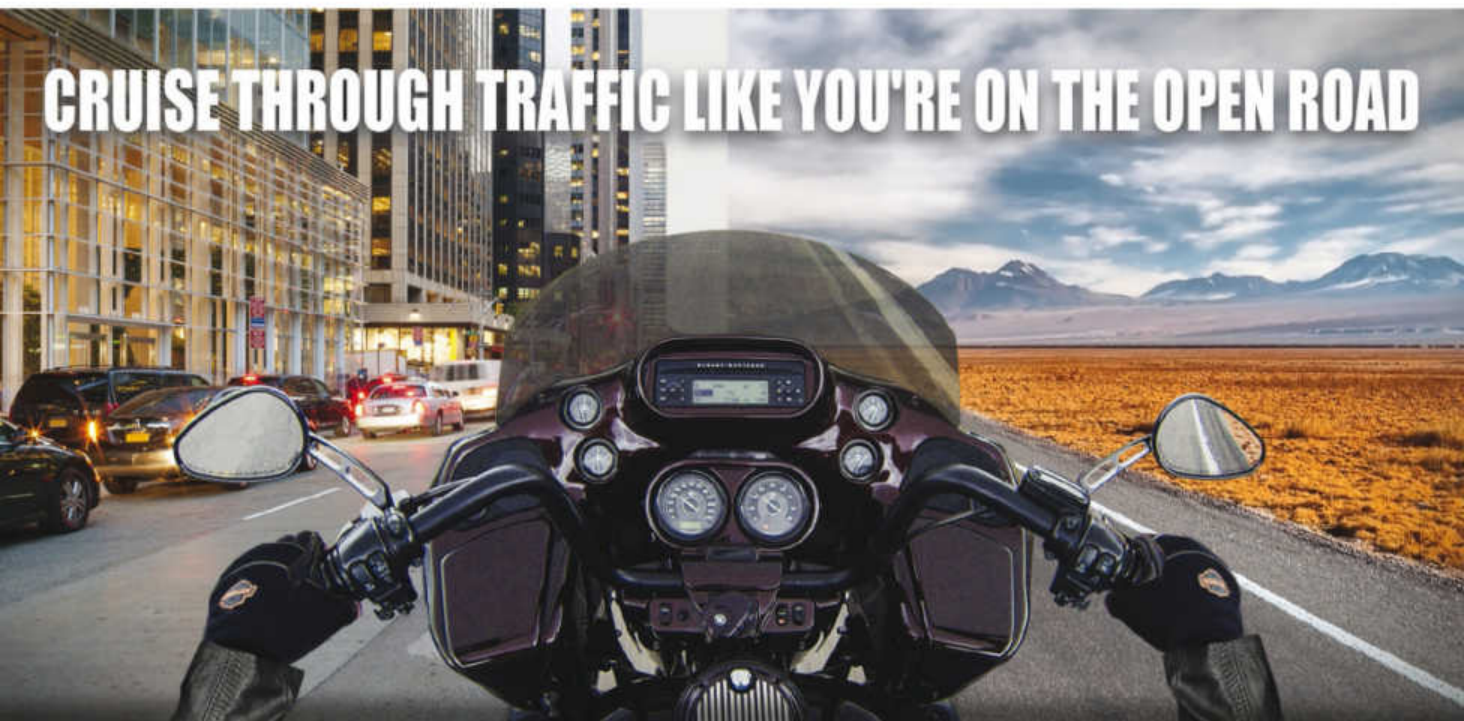
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GARAGE LEATHERS

SPORTY BAG

Storage is not a necessity when riding a motorcycle, but it comes in handy sometimes. Whether you need an excuse to get away from the wife, make a trip to Home Depot, or do a beer run, you can't always fit everything in your pockets.

If your bike didn't come stock with bags, more than likely it wasn't designed to have them. I've had my 2013 Sporty for almost a year now and have run into quite a few situations where I need some type of storage. You rarely see Sportys, or any small bikes for that matter, with full-size bags because they just take up too much room. So when I saw these Garage Leathers Sporty solo bags, I had to give them a try.

This bag is very easy to install and takes about 30 minutes from start to finish. I simply took off the seat, used the provided straps, and weaved them through the upper and lower swingarm. The manufacturer provides three strap-hole positions, but I only needed to use two. They fit very well and align perfectly with my rear suspension. Garage Leathers claims they do not work with the left-side passenger peg, but with this install, we did not see a clearance issue. If you're looking for a bag with a little bit of storage for temporary use, this bag will do the trick—plus it adds a little cool leather to your ride. **HB**





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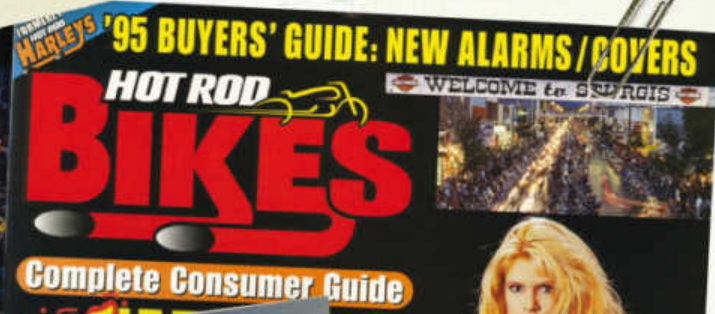
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BY HOWARD K

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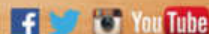
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KICKSTART KRAZY



My bike is a 1979 Low Rider with a early dresser front and has that beautiful big, shiny headlight housing. It also has the original engine but stroked out with a

big lift cam, Super G carburetor, solid lift cam, custom seat, lowered, LED headlight and taillight, turn signals, Fat Boy wheels with flame tread tires, and my own custom exhaust. It is

also a kickstart bike that gets people's attention these days. There aren't many kickstart bikes left.

BRINTON RACHILLA
Fayetteville, PA



LOWLIFE INSPIRATIONS

Ibuilt my 1989 Softail Heritage Classic after being inspired by a number of your do-it-yourself articles. I wanted a bagger but didn't have the unlimited budget like a lot of the baggers you feature. I stretched the rear fender myself and frenched the taillight and license plate. The bags were purchased used off of eBay and stretched using Bad Dad extensions. I fabricated the exhaust and handlebars. Of course, like any lowrider, a 21-inch spoke wheel was added up front and the bike was lowered 2 inches using Burly's kit. Keep up the awesome work. You guys inspire a lot of us garage builders every day!

AARON BELL



VICTORY LOVE

Ihave a pretty custom Victory and one you don't see every day. It shows the capabilities available nowadays to transform these bikes. My modifications include KewlMetal 7-degree rake kit with lowers, custom bars and gauges, Arlen Ness mirrors, pegs, and grips, Roland Sands Design wheels, air ride suspension, MBW Industries front and rear LED lights, side-mounted license plate, open belt cover, S&S intake, and a Freedom exhaust.

SCOTT HALLORAN

SUBMIT YOUR RIDE: Email your submissions to: hot.bike@bonniercorp.com or snail mail to: *HB Readers' Showcase*, 15215 Alton Pkwy., Suite 100, Irvine, CA 92618. Please include high-res jpegs, your name, hometown, email, phone number, bike year/model, engine size, frame, wheels, sheet metal, painter, custom accessories, and anything else interesting about your bike.

THE JIMS DAILY NEWS

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SEVERE ENGINE DAMAGE WARNING NOW POSSIBLE FROM JIMS A \$200 PART CAN SAVE YOU THOUSANDS OF DOLLARS!

JIMS® now offers an advanced warning system to predict mechanical trouble in engines. Designed specifically for Harley-Davidson® motorcycles, it is now possible to avoid costly, and even dangerous, engine damage. JIMS' ingenuity, combined with state-of-the-art electronics, make this possible.

Small amounts of metal shavings from failing parts can work their way into other vital engine components, such as bearings, tappets, and oil pumps. Detecting damaging particles is essential in preventing additional problems. A special sensor in the oil drain plug analyzes particles and debris in the engine oil and sends a signal to the warning light.



Example
Test Plug

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GO WITH THE FLOW

As the guys at Speed's Performance Plus were setting up for Sturgis 2015, we had a chance to sit down with them and one of their favorite suppliers, Horsepower, Inc. The talk quickly turned to something both are constantly quizzed about: throttle bodies. Specifically, when does it make sense to think about an upgrade here, what are the recommendations for what bikes, and what's the payoff? Things got complicated fast, technically speaking, and some of what these guys had to say was eye opening. Suffice it to say that size doesn't always matter, bigger isn't necessarily better, and there's more to a throttle-body upgrade than just that throttle body itself.

Generally speaking, both the Speed's Performance crew and the Horsepower, Inc. team recommend that riders first do all the standard upgrades before even considering a throttle-body swap, the performance pipes, air filters, and cams. Only after all that's been attended to does the switch to a performance throttle body—and its attendant manifold/plenum—begin to make sense. And it's with that new manifold/plenum, we learned, where the real gains are made. Hang on. This gets interesting.

As it turns out, the throttle-body opening itself isn't solely responsible for increased flow and the increased performance to follow. The manifold/plenum behind it and the port shape of the cylinder heads play significant roles. Now, having said that, there are some model-year Harleys that will see better gains with a throttle body/manifold/plenum swap than others. For example, the 2008–2010 Touring bikes came from the factory with a pretty decent plenum, and on a basically stock bike the OE 50mm throttle body might be okay too. With the 2011–later bikes it's a different story. On these Harleys, the manifolds were redesigned, most probably for ease of manufacturing. They were chocked down significantly and internally recontoured with sharper bends. It all restricted flow. Quite naturally, the performance gains from a throttle-body/manifold swap here will be more noticeable. Conceivably you could replace that late-model throttle-body/manifold with the earlier components, say from a 2008, but why? There's a better solution.



Unlike the OE manifolds where one size is used across the board, 96-inch motors to Screamin' Eagle 110s, performance upgrades such as the manifolds/plenums from Horsepower, Inc. are custom matched to the engine, cylinder heads, and port size. More than that, compared to the factory's simple casting the Horsepower, Inc. pieces are five-axis CNC-ported and hand-finished for a perfect transition between the manifold/plenum and cylinder head. The difference in flow can be night and day, an increase of 30 to 50 percent. That's huge.

Now, back to the throttle bodies themselves. What size works best where? As always with engine performance it's a factor of the combination. A mild 96-inch engine is going to want a different throttle body than a radical 113 or a 124, or even a factory 110. And there are lots of choices, beginning with a 51mm throttle body and going to a 55mm size, a 58mm, a 62mm, and beyond. But bear in mind that bigger isn't necessarily better. Start with a basically stock 96 or 103 engine, an engine with pipes, and a little cam already in place. In those cases the stock 50mm throttle body will probably perform just fine. Once some cylinder-head work has been done to that engine, or there's been a bump in compression, a throttle-body upgrade begins to make sense. And in those instances a 55mm unit is the recommendation. Bigger engines, the 110s, 113s, and 124s? "I'd put a 55mm throttle

body on that 110 immediately," the guys say. Remember though, the benefit would be coming as much from the upgraded manifold as from that bigger throttle body. If the engine is a 113 or larger, a 58mm throttle body would most often be the call.

And remember that part about bigger not always being better? For the cable-operated throttle bodies common to the Softails and Dynas there's a 51mm upgrade available. Why bother with such a small increase? It's the manifold making the difference. Swapping to that minimally larger throttle body, albeit better designed and more efficient than OE, but including the better and much more efficient manifold/plenum the increased flow can be significant. On a relatively stock 96 or 103, that 51mm unit and its manifold/plenum could be just the ticket for a crisp, quick, and responsive ride.

What's the gain from all this? It depends on the build, but the bump can be anywhere from 6 to 8 hp on the low end to as much as 30 hp on a radical big-displacement engine that's still running its OE throttle body and manifold. The guys at Speed's Performance Plus can tell you more about all of this. Give them a call or stop in and have a chat next time they're in the area. **HB**

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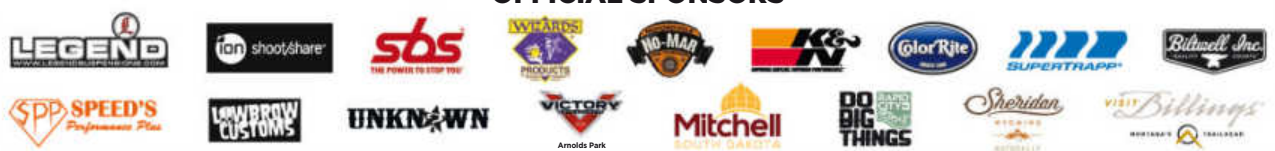


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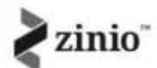
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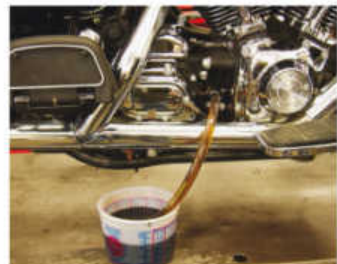


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Lets face it—the oil filter only gets the particles out of the oil. We must change the oil because it has been broken down, oxidized and discolored from high heat and chemicals in the combustion gasses. Mixing 24oz. of old oil with 96oz. of fresh oil would be like draining the oil in your car, changing the filter, pouring in one quart of the oil you just

drained out, adding the new oil, then pretending that quart of old oil never came out and it's insignificant.

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But seeing is believing. Visit the Rogue Chopper website: **www.roguechopper.com** and see the video of how it works on your bike. Don't have web access, call for a free info pack. Once you have used the Scavenger you will never have to pretend like it's not there again.

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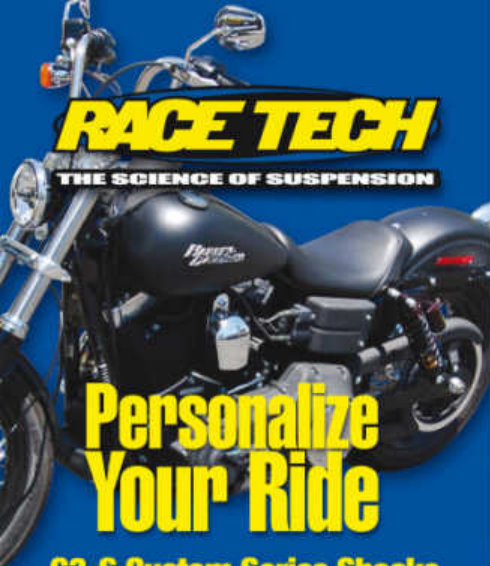


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